





## Intimations.

**G. FALCONER & CO., LTD.,**  
WATCH-MAKERS, JEWELLERS AND OPTICIANS.

GOLD WATCH BRACELETS.

BROOCHES, RINGS AND PENDANTS

GOLD AND PLATINUM SETTINGS.

Inspection Invited.

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

**WING KEE & CO.,**

Nos. 47, 49 and 51, CONNAUGHT ROAD CENTRAL  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908. 1788

**MEE CHEUNG & CO.,**

ART PHOTOGRAPHER, ICE HOUSE LANE

SPECIALIST IN ENLARGING AND BROMIDE WORK  
Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs.  
CAMERAS FOR HIRE. 1788

**WING ON CO.,**

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.

HAVE JUST RECEIVED NEW SHIPMENTS OF  
Drapery, Grocery, Ironmongery, Crockery, Glass and  
China Ware, Furniture, Watches & Clocks.

The Cheapness and quality of their Goods have no equal.  
109-513, DES VŒUX ROAD CENTRAL.  
107 & 108, CONNAUGHT ROAD CENTRAL. (Trans pass the Door).  
Telephone 189. 177

**J. ULLMANN & CO.**

CORNER OF FLOWER STREET.

Jewellers, Watchmakers and Opticians.

CHINESE AND JADE JEWELLERY.

SOUVENIR SPOONS

A SPECIALITY.

**Weismann, Limited.**

Bakers, Confectioners, Caterers,  
Restaurateurs.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910. 889

**CROWN YAROL EXTRA CANVAS**

STRONG TARPAILINGS, MOST RELIABLE QUALITIES, FROM

**M. C. THOMSON & CO., LTD.,**  
GLASGOW.

ALWAYS IN STOCK WITH

SOLE AGENTS:

**MELCHERS & CO.,**

AND THE PROMINENT SHIPCHANDLERS.

Carbonic Acid in Steel Cylinders and  
Aerated Water Machines

ALL ACCESSORIES FOR SAME.

(D) **MELCHERS & CO.**

THE CHINA MAIL

COMBINED COLOURED  
TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoons  
during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPER FOR HANGING.

Price 40 cents.

From the CHINA MAIL OFFICE.

## Intimations.

**MITSU BISHI GOSHI KWAISHI**  
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-  
SHIMA, OCHI, MUTABE, YO-  
SHINOTANI, HOJO, KANADA,  
NAMAZUTA, SAYO, SHINNEW  
and KAMİYAMADA Collieries.

AGENTS for KISHIDAOK & SAKITO  
COALS.

HEAD OFFICE - TOKYO.

BRANCH OFFICES:-  
Nagasaki, [Maji], Karatsu,  
Wakamatsu, Kobe, Osaka,  
Shanghai, Hongkong, Hankow

TEL. ADDRESS for above: 'IWASAKI'

Code: -A1, A50 5th Ed., Western Union.

## AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &  
Co.

MANILA: Messrs Macdonald &  
Co.

SINGAPORE: Messrs Borneo Co  
Ltd.

For particulars, apply to:

**Y. SHIBUYA,**

Manager,  
No. 2, PANDORA STRAITS,  
HONGKONG. 518

## CHINA NEW YEAR

## RACE HOLIDAYS.

THE EXCHANGE BANKS will be  
CLOSED for the transaction of  
Public Business on MONDAY, the 19th  
instant, and at 11.45 a.m. on TUESDAY,  
THURSDAY and FRIDAY, the 20th,  
22nd and 23rd instant respectively.  
Hongkong, February 15, 1912. 219

## MARINE INSURANCE ASSOCIATION

## OF HONGKONG.

## RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all  
MARINE INSURANCE OFFICES will  
be CLOSED for the transaction of Public  
Business on TUESDAY, THURSDAY,  
FRIDAY and FRIDAY, the 20th, 22nd and 23rd  
instant respectively, at 11.45 a.m.  
By Order,  
A. R. LOWE,  
Secretary.

Hongkong, February 16, 1912. 228

## FIRE INSURANCE ASSOCIATION OF

## HONGKONG.

## RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all  
FIRE INSURANCE OFFICES will  
be CLOSED for the transaction of Public  
Business on TUESDAY, THURSDAY,  
FRIDAY and FRIDAY, the 20th, 22nd and 23rd  
instant respectively, at 11.45 a.m.  
By Order,  
A. R. LOWE,  
Secretary.

Hongkong, February 16, 1912. 228

## HONGKONG AND SHANGHAI

## BANKING CORPORATION.

## RACE HOLIDAYS.

THE DIVIDEND DECLARED for the  
Half-year ending 31st December,  
1911, at the rate of Two Pounds Sterling  
per Share of £100, is payable on  
TUESDAY, the 20th day of  
February, Current, at the Office of the  
Corporation, where Shareholders are re-  
quested to apply for Warrants.

By Order of the Court of Directors,  
N. J. STABB,  
Chief Manager.

Hongkong, February 17, 1912. 232

## HONGKONG ICE COMPANY,

## LIMITED.

## RACE HOLIDAYS.

THE THIRTY FIRST ORDINARY  
ANNUAL MEETING of SHARE-  
HOLDERS will be held at the Office of the  
General Managers at 12 Noon, on  
WEDNESDAY, 28th instant, to receive a  
Statement of the Company's Accounts for  
31st December, 1911, and the Report of  
the General Managers.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 18th inst.  
to the 28th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Hongkong, February 12, 1912. 197

## THE CHINA FIRE INSURANCE CO.,

## LIMITED.

## RACE HOLIDAYS.

THE FORTY THIRD MEETING of  
SHAREHOLDERS in the Company  
will be held at the Company's Office, No. 2,  
Queen's Road Central, Victoria, on  
THURSDAY, the 7th March, 1912, at 12  
Noon, for the purpose of receiving a  
Statement of Accounts and the Report  
of the Directors for the year ending 31st  
December, 1911.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from 28th February  
to 7th March, both days inclusive.

By Order of the Board of Directors,  
B. F. RICKMAN,  
Managing Secretary.

Hongkong, February 15, 1912. 241

## SCOTTISH LETTER

(From Our Own Correspondent.)

EDINBURGH, January 21.

## CAMPAIGN AGAINST CONSUMPTION.

Some months ago a regrettable split

occurred over the National Scottish

Memorial to King Edward. Edinburgh

favoured an ornamental and architectural

memorial, a reproduction of the old gate-  
way to Holyrood Palace; Glasgow put

forward a rival proposal, the initiation of a

campaign against consumption. No com-  
promise was arrived at; the result was a

sharp cleavage between the East and the  
West, emphasised by the old jealousy of

the commercial city on the Clyde for the

ancient legal and educational Capital on

the shores of the Forth. The Edinburgh

scheme is well on its way towards accom-  
plishment, a large sum is subscribed, for

the Gateway at Holyrood. But until this

week Glasgow taken practical action to

carry out its idea of a campaign to combat

the "white scourge." Now, however, it

is about to make up for lost time. An

influential conference, attended by 17

county councils and 36 town councils, ap-  
proved at the opening of a fund to establish

a school for research and dissemination of  
knowledge as to tuberculosis, and to make

provision for building, and possibly for  
endowing a number of sanatoria. Com-  
mittees are to consider and report to future

meetings of the conference, and will  
arrange for the linking up of the county  
and other associations which have already

begun to move in the matter, so as to  
prevent overlapping. There is no doubt

that Glasgow and the West, with their  
great wealth, will respond liberally to the  
appeal, and a great movement in the in-  
terests of public health will be inaugurated.

## LOCAL AND IMPERIAL SERVICE COMPARE.

Lord Rosebery has preached one

of his old sermons on the dignity of

imperial service. The occasion was the

unveiling, on behalf of the County

authorities of Mid-Lothian, a portrait of

the late Sir Robert Dundas of Arisland,

who served the County as "convoys" for

some years, after a long and useful

apprenticeship on School Boards, Parish

Councils, and water committees. Lord

Rosebery compared local and Imperial

service, and repeated a lesson which his own

life has taught him, - that the highest

satisfaction is to be found in doing work in

one's own neighbourhood among one's own

friends and neighbours for results which

"you see immediately fulfilled all around

you." On the other hand, political service

was in "a close and often intolerable

Metropolis, co-operating nominally with

many with whom you politically disagree,

for purposes which you are not always

like to see realised in your lifetime, and

which it is not always certain that you

particularly wish to see fulfilled." This

was the difference he saw between the two

services. "There are daring and ambitious

spirits wishing to mix in the turmoil of the

world and raise themselves high above the

common herd, and they always prefer the

last: but tranquil and contented philosophers

will always prefer the first." Granted, the

great importance of local service in local

boards, do we not see here the plaint of a

man who has been disappointed in his

career in the Imperial Public Service? We

almost hear him saying, How much happier

I should have been had I been Convoys

of the County of Mid-Lothian instead of

aspiring to the Premiership of the British

Empire.

## GROWING POPULARITY OF THE HAGGIS.

It will be good news to Scottish patriots

that the haggis is steadily winning its way

to popularity in London. Until recently,

the dish was seldom seen there, except at

the Scots dinners of "Purins" and St.  
Andrew's nights, when "the chieftain of

the puddin' race" made its entry, borne

aloft by a German waiter, with a Scots

piper in front, and more German waiters

with the whisky behind. "For the next ten

minutes haggis became the absorbing topic

at the table, and the Scots present were

heckled by their English friends on the

mysteries of its composition. But, the

haggis has now got to be better known and

more widely relished. It is making its

appearance as part of the regular menu at

more than one restaurant in London.

And, of course, these hostilities are lying

in wait for the Burns' celebrations.

## THE "KILMARNOCK BURNS."

As every Scot knows, Robert Burns first



## SORE THROAT

## ITS CURE AND PREVENTION.

Are you suffering from sore throat?  
The epidemic is still raging, and many  
cases are reported in which this common  
ailment has developed into some dan-  
gerous throat disease like Diphtheria.  
For this reason doctors are busy just  
now examining sore throats, as depicted  
in the above illustration.

Fortunately, science has provided the  
physician with a means not only of  
curing and preventing sore throat, but  
also safeguarding people against the  
many infectious diseases of which sore  
throat is a symptom. The name of this  
remedy is "Walding's Formamin" - the  
germ-killing throat tablet.

"I have never had sore throat since  
using Formamin, although I suffered  
seriously before," writes a prominent  
Physician in The Practitioner.

## HOW FORMAMIN CURES AND

## PREVENTS SORE THROAT.

These pleasant-tasting tablets are  
sucked like sweets. They infuse into  
the saliva a disinfecting substance which  
quickly permeates the whole mouth  
cavity, and destroys there the germs  
causing sore throat and other infectious  
maladies.

The pain of sore throat is thus allayed  
at once. Inflammation and swelling  
quickly subside. The membranes cool  
and soothe, and the patient is able to  
speak or swallow. In a  
short time the sore throat is cured.

A London physician has written a  
valuable hand-book about sore throat  
and other infectious diseases. You can  
have a copy of this book, together with  
a free sample of Formamin, gratis and  
post-free, by posting the coupon printed  
below. This work fully describes the  
nature and uses of Formamin.

## "THE DIVINE PATI"

## TESTIFIES.

"I find Formamin tablets very bene-  
ficial to the throat," writes Madame  
Adeline Patti, "the Queen of Song,"  
who is one of that distinguished company  
of Formamin-users which includes the  
"Rock" Eon, Arthur J. Balgarn, M.P.,  
Lord Glasferry, Mr. C. O. Hutchinson,  
K.C., Sir Gilbert Parker, M.P., and  
many others.

You know that such eminent people  
would not allow their names to be used  
if they had not tested Formamin them-  
selves and found it a genuine remedy.  
These names are a guarantee that it will  
be worth your while to send this coupon  
for a free sample and a free copy of the  
physician's hand-book.

Walding's Formamin can be obtained of  
all chemists, in bottles containing 50  
tablets. Insist on the genuine Formamin,  
and refuse substitutes.

## FREE SAMPLE.

Messrs. A. Walding and Co.,

6, Kiang Road, Shanghai.

Please send me a sample of Formamin

gratis and post-free.

Name .....

Address .....

F. 13

brought £1000 in 1903; Van Antwerp's

£700 in 1907; and the Hoe copy £1011.

The Lamb and Veitch copies are in abso-  
lutely pristine condition. The Hoe copy is

also notable for its taste, but the huge

price that it reached is in part due to the

fact that with the volume went a two-page

autograph letter from the poet to Captain

Hamilton, of Dumfriesshire. Taking this into

account, the high water mark of the "Kil-  
marnock Edition" may therefore be put

at £1000.

## AN ANGLER'S BOOK.

The feckless loon in Luncheon town

May read, and plot, and plan.

Dalmeys' laird, by spectres scared

His library may scan.

But, outside in the chimney-neek

I'll study at my ease

The pages of my bonnie book,

My bonnie book o' fees.

Now, this yip howl - I mind the year,

The vera sport I see,

Ayont the kirk - afore the mirk

It tilds a cruel to me;

An' this bit thing a sannaun took

As day among the trees,

There's pictures in my boe nook,



















## THE RACES.

## DERBY DAY.

## WHITE HAWTHORN WINE CLASSIC FIVE T.

The Derby in Hongkong, as at London, is the great racing event of the year and to-day this classic race was productive of quite as much interest as in former years. No less than nineteen ponies were entered, the favourites being White Hawthorn, Durbar Chief and Ben Macduh, yet, on account of the overcast rain and the consequent somewhat heavy going it was considered not improbable that an outsider would romp home first.

The morning opened fairly promising as far as the weather was concerned, and though misty at times held up, fine till the programme was finished.

The attendance when the first ponies took the field was by no means as large as that on the first day but as the weather had every appearance of holding up people soon began to flow towards the venue of the racecourse. Towards noon His Excellency Sir Frederick Lugard, attended by Captain P. M. Taylor, A.D.C., and Captain Simson, Private Secretary, arrived and were met by Sir Paul Chater, Mr. T. F. Hough, the Hon. Mr. C. Ross, and Mr. Geddes.

The course was very soft and considerably handicapped the ponies. By the time the field was out for the Derby the sun made great efforts to pierce through the overcast sky, and the air was quite warm. Nine ponies were entered for the great event, which was anybody's race for the greater part of the distance. Delhi Chief got a good start and was closely followed by Wireless, but they soon fell behind. Nearly all the ponies were competitors at one time or another for the first and second positions but White Hawthorn eventually broke away and Burkill rode his mount to victory. It was a good race and Diabolini tried hard for the runner position. Madrigal, too, put up a good show but was outdistanced in the home straight. Considering the heavy course the time was very good, being only just over thirty seconds more than the fastest time on record.

The cash sweep realized a considerable sum, the winning ticket, No. 274, taking in no less than \$4,538.10.

Mr. Burkill was accorded a great reception on returning to the enclosure.

The JOCKEY CLUB—For China Ponies. Subscription griffin of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Winners barred. Once round.

Mr. Man Kwok's Miniver 11st 11lb (Mr. Jarvis) 1  
Mr. Formosa's Florad 11st 7lb (Mr. Kromer) 2  
Mr. Doleful's Tomahawk 11st 11lb (Mr. Dalgarro) 3  
Mr. H. P. White's Truce 10st 12lb (Mr. Knoll) 4  
Mr. G. Friedland Rheinland 11st 11lb (Mr. Hastings) 5  
Mr. Ching's Urgent 10st 2lb (Mr. Seth) 6  
Mr. S. G. Bidden's Furnell 10st 12lb (owner) 7  
Mr. Stabb's Blue Bird 10st 12lb (Mr. Lewis) 8  
Mr. Ellis Kadorie's Kashmir Chief 10st 12lb (Mr. Asger) 9  
Mr. Walley's Failing 11st 11lb (Mr. Borch) 10

Time—2m. 31 sec.  
Cash Sweep—1st, \$46.20; 2nd, \$133.20; 3rd, \$66.60.  
Pari-mutuel—Winner, \$56.40; Placed ponies—1st, \$14.10; 2nd, \$21.70; 3rd, \$10.20.

Some difficulty was experienced at the start, which was considerably delayed by Blue Bird breaking loose and giving a short distance along the course. Eventually, the ponies got off well together. Miniver quickly took the lead, with Truce and Kashmiri Chief following close behind, the tail end being brought up by Urgent and Blue Bird. Opposite the football field Kashmiri Chief went to the front and for a time led Miniver. This position was maintained until going up the hill when Miniver reasserted himself against the leader. Going round the bend Tomahawk captured the lead for a brief period, but the original leader was soon again to the fore—a position which he maintained throughout. Coming down the straight Seth pushed along his mount to the fourth position but could not quite secure a place. Miniver won by a length. Two lengths separated second and third.

THE CHINA STAKES.—Value \$500. Second \$150. Third \$75. For China Ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb. extra. Grifins allowed 5 lb. Subscriptions griffin of any season 1911-1912. Weight for inches as per scale. One mile and a quarter.

Mr. W. J. Gresson's Pershere, 10st 12lb (Mr. Dalgarro) 1  
Sir Paul Chater's White Daisy, 11st 11lb (Mr. Burkill) 2  
Mr. B. B. Marshall's Lime Tree, 11st 11lb (Mr. Dalgarro) 3  
Mr. Seth's Deerfoot, 11st 11lb (Owner) 4  
Mr. S. H. Michael's Reformer, 11st 11lb (Mr. Hayes) 5  
Messrs F. F. Hough and H. P. White's Mellow Heart, 10st 12lb (Mr. Lewis) 6  
Mr. Ching's Lots of Time, 11st 11lb (Mr. Knoll) 7  
Mr. Borne's Sampian, 11st 11lb (Mr. Dupree) 8  
Time—2m. 32 sec.  
Cash Sweep—1st, \$1,430.10; 2nd, \$468.00; 3rd, \$234.30.  
Pari-mutuel—Winner, \$12.30. Placed ponies—1st, \$5.30; 2nd, \$4.40; 3rd, \$3.60.

Reformer led on the rails at the start but soon lost his position to Sampian, Lim Tree coming third. The first time past the judges' box saw Lim Tree, Reformer, and Sampian practically in a line, with Mellow Heart last. The two led the field round the football field and up Rock Hill. Turning the Village bend Pershere shot ahead several lengths but a second effort on Johnstone's part brought White Daisy level with him and down the home straight the two rode neck and neck with a long lead, a capital finish being seen. Pershere eventually winning by a neck. Ashington was over twelve lengths behind.

THE CHINA STAKES.—Value \$500. Second \$150. Third \$75. For China Ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb. extra. Grifins allowed 5 lb. Subscriptions griffin of any season 1911-1912. Weight for inches as per scale. One mile and a quarter.

Mr. W. J. Gresson's Pershere 11st 11lb (Mr. Dalgarro) 1  
Capt. Hope's Clara 10st 12lb (Mr. Dalgarro) 2  
Sir Paul Chater's White Daisy 11st 11lb (Mr. Burkill) 3  
Mr. Ellis Kadorie's Abor Chief 10st 12lb (Mr. Asger) 4  
Mr. G. Friedland's Rheinland 11st 11lb (Mr. Hastings) 5  
Mr. Ching's Urgent 10st 2lb (Mr. Seth) 6  
Mr. S. G. Bidden's Furnell 10st 12lb (owner) 7  
Mr. Stabb's Blue Bird 10st 12lb (Mr. Lewis) 8  
Mr. Walley's Failing 11st 11lb (Mr. Borch) 9  
Time—2m. 29 sec.  
Cash Sweep—1st, \$983.55; 2nd, \$135.30; 3rd, \$67.65.  
Pari-mutuel—Winner, \$20.50. Placed ponies—1st, \$10.70; 2nd, \$8.00.

Marengo got away at the start, but soon resigned the lead to Capello. Passing the judges' box for the first time Marengo took third position with Johnstone's mount last but close up. Thus they ran until passing the football field when Drumlithie came in third. This position was maintained until the home straight when Drumlithie was overtaken by Capello and Marengo. Capello won by a length. Marengo second by a neck. Drumlithie third by a neck. The time was 2m. 29 sec. The cash sweep realized a considerable sum, the winning ticket, No. 274, taking in no less than \$4,538.10.

THE LUTHERAN CLUB—Presented by the members of the Club Lutheran. For China ponies, second griffin on date of entry. Second to receive \$150. Third \$75. Weight for inches as per scale. Subscriptions griffin of any season 1911-1912 allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Peking allowed 5 lb. Winners 7 lb. extra. One mile.

Mr. S. G. Bidden's Furnell 10st 12lb (owner) 1  
Mr. Ellis Kadorie's Abor Chief 10st 12lb (Mr. Asger) 2  
Mr. John Peel's Ben Nevis 11st 11lb (Mr. Dalgarro) 3  
Mr. Goolistan's Damsel 10st 12lb (Mr. Dalgarro) 4  
Sir Paul Chater's White Daisy 11st 11lb (Mr. Burkill) 5  
Mr. T. S. Forrest's Gordon 10st 12lb (Mr. Dalgarro) 6  
Time—2m. 15 sec.  
Cash Sweep—1st, \$2205; 2nd, \$630; 3rd, \$315.  
Pari-mutuel—Winner, \$18.30. Placed ponies—1st, \$8.30; 2nd, \$10.20; 3rd, \$5.50.

This proved an excellent race. Norman Chief taking the lead. Afterwards Gordon, on rounding the bend, against the football field, secured a three length lead from Norman Chief, the race following in a hunch. Gordon further increased his lead, while Norman Chief fell back considerably. Ben Nevis then came into the third position. Going up the back straight the order was the same, but the leader was being gradually overhauled and he showed signs of distress. Round the bend they gained still more on Norman Chief who was caught up at the start of the home straight. A capital race then ensued between Diabolini and Norman Chief, the former winning by a neck. A length separated second and third.

THE CHALLENGER CUP.—Value one hundred guineas. For China ponies. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the bond side property of the same owner or owners. Winner to receive \$300 and 70 per cent. second \$100 and 30 per cent. third \$50 and 10 per cent. of the entrance fees until the cup is finally won, when the second pony will receive 75 per cent. and third pony 25 per cent. of the entrance fees. One mile and three quarters.

Sir Paul Chater's Royal Rose 11st 4lb (Mr. Burkill) 1  
Mr. John Peel's Ashenden 10st 12lb (Mr. Dalgarro) 2  
Time—4m.  
Cash Sweep—1st, \$2,305.12; 2nd, \$718.38.  
Pari-mutuel—Winner, \$5.40. Placed ponies—1st, \$5.20.

Royal Rose quickly secured a length lead and maintained it until going up the hill the second time when the distance between the ponies was increased to four lengths. Royal Rose forged further ahead and won in a canter by eight lengths.

THE ROYAL NAVY CUP.—Presented by the Officers of His Majesty's Fleet. Second to receive \$150. Third \$75. For China ponies, subscription griffin of any season. Weight for inches as per scale. Subscriptions griffin of any season 1911-1912 allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Peking allowed 5 lb. Winners 7 lb. extra. One mile and a quarter.

Mr. McCallum's Espérance (Dalgarro) 1  
Mr. Man Kwok's Miniver (Jarvis) 2  
Mr. E. Kadorie's Mogul Chief (Hayes) 3  
Time—2m. 21 sec.  
Cash Sweep—1st, \$2,205; 2nd, \$630; 3rd, \$315.  
Pari-mutuel—Winner, \$148.90. Placed ponies—1st, \$22.40; 2nd, \$22.50; 3rd, \$7.70.

THE PARSE CUP.—Presented by the Parsee community. Winner \$500. Second \$150. Third \$75. For China ponies, subscription griffin of any season. Weight for inches as per scale. Subscriptions griffin of any season 1911-1912 allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Peking allowed 5 lb. Winners 7 lb. extra. One mile and a quarter.

Mr. Goolistan's Elburz (Mr. Dalgarro) 1  
Mr. E. Kadorie's Durbar Chief (Hayes) 2  
Mr. W. J. Gresson's Birmingham (Mr. Dalgarro) 3  
Time—2m. 24 sec.  
Cash Sweep—1st, \$2,082.40; 2nd, \$590.40; 3rd, \$295.20.  
Pari-mutuel—Winner, \$26.30. Placed ponies—1st, \$18.80; 2nd, \$10.00.

THE GYMNASIA CLUB CUP.—Value \$50. Presented by the members of the Gymnasium Club. Second to receive \$150. Third \$75. For all China ponies that have run at any gymnasium meeting and side griffin on date of entry. Weight for inches as per scale. Subscriptions griffin of any season 1911-1912 allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Peking allowed 5 lb. Winners 7 lb. extra. One mile and a quarter.

Mr. Goolistan's Elburz (Mr. Dalgarro) 1  
Mr. E. Kadorie's Durbar Chief (Hayes) 2  
Mr. W. J. Gresson's Birmingham (Mr. Dalgarro) 3  
Time—2m. 24 sec.  
Cash Sweep—1st, \$2,082.40; 2nd, \$590.40; 3rd, \$295.20.  
Pari-mutuel—Winner, \$26.30. Placed ponies—1st, \$18.80; 2nd, \$10.00.

THE GYMNASIA CLUB CUP.—Value \$50. Presented by the members of the Gymnasium Club. Second to receive \$150. Third \$75. For all China ponies that have run at any gymnasium meeting and side griffin on date of entry. Weight for inches as per scale. Subscriptions griffin of any season 1911-1912 allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Peking allowed 5 lb. Winners 7 lb. extra. One mile and a quarter.

Mr. Goolistan's Elburz (Mr. Dalgarro) 1  
Mr. E. Kadorie's Durbar Chief (Hayes) 2  
Mr. W. J. Gresson's Birmingham (Mr. Dalgarro) 3  
Time—2m. 24 sec.  
Cash Sweep—1st, \$2,082.40; 2nd, \$590.40; 3rd, \$295.20.  
Pari-mutuel—Winner, \$26.30. Placed ponies—1st, \$18.80; 2nd, \$10.00.

THE GYMNASIA CLUB CUP.—Value \$50. Presented by the members of the Gymnasium Club. Second to receive \$150. Third \$75. For all China ponies that have run at any gymnasium meeting and side griffin on date of entry. Weight for inches as per scale. Subscriptions griffin of any season 1911-1912 allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Peking allowed 5 lb. Winners 7 lb. extra. One mile and a quarter.

Mr. Goolistan's Elburz (Mr. Dalgarro) 1  
Mr. E. Kadorie's Durbar Chief (Hayes) 2  
Mr. W. J. Gresson's Birmingham (Mr. Dalgarro) 3  
Time—2m. 24 sec.  
Cash Sweep—1st, \$2,082.40; 2nd, \$590.40; 3rd, \$295.20.  
Pari-mutuel—Winner, \$26.30. Placed ponies—1st, \$18.80; 2nd, \$10.00.

THE GYMNASIA CLUB CUP.—Value \$50. Presented by the members of the Gymnasium Club. Second to receive \$150. Third \$75. For all China ponies that have run at any gymnasium meeting and side griffin on date of entry. Weight for inches as per scale. Subscriptions griffin of any season 1911-1912 allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Peking allowed 5 lb. Winners 7 lb. extra. One mile and a quarter.

Mr. Goolistan's Elburz (Mr. Dalgarro) 1  
Mr. E. Kadorie's Durbar Chief (Hayes) 2  
Mr. W. J. Gresson's Birmingham (Mr. Dalgarro) 3  
Time—2m. 24 sec.  
Cash Sweep—1st, \$2,082.40; 2nd, \$590.40; 3rd, \$295.20.  
Pari-mutuel—Winner, \$26.30. Placed ponies—1st, \$18.80; 2nd, \$10.00.

THE GYMNASIA CLUB CUP.—Value \$50. Presented by the members of the Gymnasium Club. Second to receive \$150. Third \$75. For all China ponies that have run at any gymnasium meeting and side griffin on date of entry. Weight for inches as per scale. Subscriptions griffin of any season 1911-1912 allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Peking allowed 5 lb. Winners 7 lb. extra. One mile and a quarter.

Mr. Goolistan's Elburz (Mr. Dalgarro) 1  
Mr. E. Kadorie's Durbar Chief (Hayes) 2  
Mr. W. J. Gresson's Birmingham (Mr. Dalgarro) 3  
Time—2m. 24 sec.  
Cash Sweep—1st, \$2,082.40; 2nd, \$590.40; 3rd, \$295.20.  
Pari-mutuel—Winner, \$26.30. Placed ponies—1st, \$18.80; 2nd, \$10.00.

THE GYMNASIA CLUB CUP.—Value \$50. Presented by the members of the Gymnasium Club. Second to receive \$150. Third \$75. For all China ponies that have run at any gymnasium meeting and side griffin on date of entry. Weight for inches as per scale. Subscriptions griffin of any season 1911-1912 allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Peking allowed 5 lb. Winners 7 lb. extra. One mile and a quarter.

Mr. Goolistan's Elburz (Mr. Dalgarro) 1  
Mr. E. Kadorie's Durbar Chief (Hayes) 2  
Mr. W. J. Gresson's Birmingham (Mr. Dalgarro) 3  
Time—2m. 24 sec.  
Cash Sweep—1st, \$2,082.40; 2nd, \$590.40; 3rd, \$295.20.  
Pari-mutuel—Winner, \$26.30. Placed ponies—1st, \$18.80; 2nd, \$10.00.

THE GYMNASIA CLUB CUP.—Value \$50. Presented by the members of the Gymnasium Club. Second to receive \$150. Third \$75. For all China ponies that have run at any gymnasium meeting and side griffin on date of entry. Weight for inches as per scale. Subscriptions griffin of any season 1911-1912 allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Peking allowed 5 lb. Winners 7 lb. extra. One mile and a quarter.

Mr. Goolistan's Elburz (Mr. Dalgarro) 1  
Mr. E. Kadorie's Durbar Chief (Hayes) 2  
Mr. W. J. Gresson's Birmingham (Mr. Dalgarro) 3  
Time—2m. 24 sec.  
Cash Sweep—1st, \$2,082.40; 2nd, \$590.40; 3rd, \$295.20.  
Pari-mutuel—Winner, \$26.30. Placed ponies—1st, \$18.80; 2nd, \$10.00.

THE GYMNASIA CLUB CUP.—Value \$50. Presented by the members of the Gymnasium Club. Second to receive \$150. Third \$75. For all China ponies that have run at any gymnasium meeting and side griffin on date of entry. Weight for inches as per scale. Subscriptions griffin of any season 1911-1912 allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Peking allowed 5 lb. Winners 7 lb. extra. One mile and a quarter.

Mr. Goolistan's Elburz (Mr. Dalgarro) 1  
Mr. E. Kadorie's Durbar Chief (Hayes) 2  
Mr. W. J. Gresson's Birmingham (Mr. Dalgarro) 3  
Time—2m. 24 sec.  
Cash Sweep—1st, \$2,082.40; 2nd, \$590.40; 3rd, \$295.20.  
Pari-mutuel—Winner, \$26.30. Placed ponies—1st, \$18.80; 2nd, \$10.00.

## CHINA FIRE INSURANCE COMPANY LIMITED.

Attesting of the Board of Directors of this Company, held on Wednesday, 14th Feb. 1912, that the sum of \$7,500,000 has been paid up in full.

AMONG NOTES.  
(From Our Own Correspondent).  
Amoy, Feb. 17.

There are signs that the stagnation in trade is coming to an end, and it is hoped that after the Chinese New Year's holidays are over things will mend considerably. The Osaka Shosen Kaisha have recently put on a new and larger steamer on its Hongkong, Amoy and North Borneo run; the s.s. Kaijo Maru. She came into port on Tuesday and went over to Taiwan the same day, and is to return on Monday next. She is a fine steamer of 2086 tons, and with very good passenger accommodation, which will render the passage some much more comfortable than it has been. While with North Borneo and Taiwan, the passage across the southern part of the F. Mares, Channel is as often as not a stormy and trying experience.

SOCIETY FOR STUDY OF EDUCATION IN THE ORIENT.

This Local Society held its usual monthly gathering on Friday, 16th inst., when an admirable paper was read by Dr. A. Bonthius, of the American Mission. The meeting was held at the home of the general American Consul, Mr. Julian Arnold, and a full number of members was present.

CANTON'S NEXT VICEROY.

For some twelve days there has been no issue of the vernacular papers and news by no means plentiful. In an obituary which appeared yesterday, the most important matter mentioned was the growing tide of feeling in favour of the appointment of Sun Yat-sen's elder brother, Sun Mei, to be the next Viceroy. Since the suggestion first came before the public there appears to have been constant discussion and now the wish of the south is said to be unanimous on the point. Several of the more important business and other bodies have met and talked over the question; the soldiers are unanimous for his election. It is even stated that if the wishes of the soldiers are ignored there will be trouble. A recent telegram has been sent to Nanking, as there is some fear, now that Sun Yat-sen has resigned the Presidency, that the matter may not be so easily arranged. Further, it is again urged that the thought of favouritism must not prevent the appointment, as this is the first thing contemplated. Sun Mei is the man for the post, and therefore to the post he should be appointed.

I DO CHINESE FOR INDIA.

Speech by Lord Curzon.

Lord Curzon, who is president of the Royal Geographical Society, presided on January 15th at a meeting of that body, when Mr. Archibald Ross, British Consul, Tientsin, Yunnan, read a paper entitled "The Frontiers of India."

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese. The Chinese were a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

Lord Curzon, speaking after the paper, said the most remarkable political fact in the modern world was the degree to which, in Asia and of course in the East, Africa, Asia were growing together. Nations' lands were rapidly disappearing, mainly owing to the advance of Great European Powers. In Asia there had been Great Britain, Russia, and Japan; but the last time that the world had known a growing, pushing and an advancing, even an aggressive Power. Speaking broadly, this was a new phenomenon and it was desirable that we in this country, who were interested in our Eastern possessions, should regard with a watchful, although certainly not a jealous eye, the progress of the Chinese.

## Pure Drugs.

and a practical knowledge of their properties, are the two chief essentials in the business of the

MODERN & UP-TO-DATE

CHEMIST & DRUGGIST.

We use none but the purest Drugs obtainable, and have an experience of many years.

Physicians Prescriptions Carefully made up.

PATENT MEDICINES.

WE WANT and if care and attention will ensure it, will have Your Confidence.

WATKINS, Ltd.

CHEMISTS & DRUGGISTS.

Aerated Water Manufacturers.

31, Queen's Road Central.

Public phone No. 492.

Lane, Crawford & Co.

BILLIARD TABLES RECOVERED AND RE-MODELLED.

BILLIARD CLOTHS.

BILLIARD BALLS, CUES AND ALL ACCESSORIES.

LANE, CRAWFORD & CO.

7, QUEEN'S ROAD CENTRAL.

Public phone No. 492.

Public phone No. 492.

Public phone No. 492.

Public phone No. 492.

Public phone No. 492.

Public phone No. 492.

Public phone No. 492.

Public phone No. 492.

Public phone No. 492.

Public phone No. 492.

Public phone No. 492.

## HONGKONG NEW YORK.

REGULAR MAILING TO PORTS AND SUBS. CANAL.

(WITH OVER 100 CLIP-ON MAILING STAMPS).

NATAL LINE OF STEAMERS.

TAKING OVER OF HONGKONG, SHANGHAI, SINGAPORE, AND OTHER PORTS.

INDO-CHINA







## Shipping

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1912.  
PROPOSED SAILINGS OF MAIL STEAMERS.

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR		LONDO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.		THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.	
Steamer	Tons	Leave Hongkong	Connecting Steamers from Colombo to MARSEILLES and LONDON	Due MARSEILLES (Thursdays)	Due LONDON (Fridays)
ASSAYE	7500	March 2	MOREA	March 30	April 5
INDIA	8000	March 16	Through Steamer	April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	April 27	May 3
ARABIA	7500	April 13	MALAYA	May 11	May 17
DEVANHA	7500	April 27	MONGOLIA	May 25	May 31
OCEANA	7000	May 11	CHINA	June 8	June 14
DEVANHA	8000	May 25	CHINA	June 22	June 28
DEVANHA	8000	June 8	CHINA	July 6	July 12
ARCADIA	7000	June 22	MOREA	July 20	July 26

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON  
1st SALOON £71.10 SINGLE £108.14 RETURN.  
2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (Non-Transit) STEAMERS  
WILL LEAVE FOR

## LONDON.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:		Leave Hongkong	Due LONDON
STEAMERS	Tonnage	about	about
INDIA	7000	March 8	April 19
SUBIA	8000	April 1	May 12
SUMATRA	5000	April 17	May 31
SAMUR	7000	May 1	June 14
SAKAWAN	5000	May 15	June 29
BORNEO	5000	May 29	July 13
SYRIA	7000	June 12	July 27
MORE	7000	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARE TO LONDON  
1st SALOON £55.0 SINGLE £92.10 RETURN.  
2nd " £35.10 " £57.4 "

For further particulars apply to

E. A. HEWETT,  
Superintendent.MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN  
Via SHANGHAI.

For SHANGHAI, KOBÉ AND YOKOHAMA ..... TOURANE, LANCELIN, Feb. 26, about 6 p.m.

MARSEILLES, Via Ports ..... ERVEST-SIMONS, GIBRALTAR, Feb. 27, at 1 p.m.

TRANS SHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 90 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to

P. THOMAS, Agent,  
QUEEN'S BUILDING.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW  
AND RETURN.

(Occupying 8 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
SAICHING	Capt. W. C. Passmore	SUNDAY, 26th Feb., at 10 a.m.

## FOR SWATOW AND RETURN

(Occupying 5 Days)

STEAMERS	CAPTAIN	LEAVING
MAIMUN	Capt. A. H. Stewart	FRIDAY, 23rd Feb., at 11 a.m.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,  
General Managers.

## PHILIPPINE STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
SUBI	4,000	S. Crosby	Manila, Pangasinan, Iloilo & Cebu	THURSDAY, Feb. 23, at 6 p.m.
SAVINO	4,000	M. O. Smith	Manila, Pangasinan, Iloilo & Cebu	MONDAY, Mar. 11, at 6 p.m.

For Freight or Passage, apply to

SHEWAN TOMES &amp; CO., General Managers.

## Shipping

## THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO  
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),  
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
ORTERIC	—	—	6th March
BERGULES	—	—	15th March

For MANILA.

To be followed by other steamers of the Company at regular intervals. The Bank Line Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates or Freight or Passage apply to

THE BANK LINE, LIMITED.

KING'S BUILDING, PRINCE CENTRAL.

Telephone No. 780.

## INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at Colombo to steamers of the Indian African Line.

## NEXT SAILING.

FROM HONGKONG.

27th February.

FROM COLOMBO.

s.s. "Comeric," 10th March

For Rates and further information, apply to

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

Hongkong, April 1, 1912.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

HE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

## PROPOSED SAILINGS.

FROM HONGKONG

Frequent Sailings

FROM CALCUTTA

End January.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## New Line of Steamers

## South African Ports.

## ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

## PROPOSED SAILINGS.

S.S. KATANGA, 6,000 tons.....To be despatched 1st Half of May.  
S.S. DUNERIG, 4,000 tons.....To Follow.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,  
Managing Agents.

Hongkong, August 28, 1911.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE  
TO AUSTRALIA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	Feb. 9.	Mar. 2nd, at Noon.
EMPIRE	Mar. 8.	Mar. 30th, at Noon.
ST. ALBANS	April 5.	April 27th, at Noon.
ST. ALBANS	May 3.	May 25th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, November 2, 1908.

## HONGKONG-BOSTON &amp; NEW YORK.

## AMERICAN ASIATIC S.S. CO.

FOR BOSTON & NEW YORK via P. R. T.  
AND SUEZ CANAL.

(With Liberty to Call at the

MALABAR COAST.)

S.S. KARONGA.....On or about 6th March, 1912.

For Freight and further information apply to

SHEWAN TOMES & CO.  
General Agents.

Hongkong, January 25, 1912.

## Shipping

P. & O.  
Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. "INDIA," (8,000 Tons)  
CAPTAIN G. W. GORDON, R.N.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 16th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES..... APRIL 15th.  
LONDON..... APRIL 20th.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON: 1st SALOON £71.10 SINGLE; £108.14 RETURN.

2nd " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

S.S. AFRICA, 8840 tons, will leave as above on March 18th, 1912, at 5 p.m.  
S.S. KOEBER, 9900 tons, will leave as above on April 15th, 1912, at 5 p.m.

Superior accommodation for 1st and 2nd Class and Steerage passengers. Cheap rates. Hongkong-Trieste Venice 230 1st class, 238 2nd class. No cigars, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

## TO SHANGHAI.

S.S. AFRICA, 8840 tons, will leave as above on March 6th, at 6 a.m.

## MONTHLY ORDINARY SERVICE.

S.S. AUSTRIA 12,000 tons, will leave for YOKOHAMA and KOBÉ, via SHANGHAI about March 1st.

S.S. NIPPON 13,850 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about February 22nd.

These steamers are fitted with comfortable One class accommodation for Saloon passengers. Cheap rates. Hongkong-Trieste Venice 243 no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.  
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,  
PRINCES BUILDING.

Hongkong, January 8, 1912.

## DIRECT ROUTE TO AMERICA.

## GREAT NORTHERN STEAMSHIP COMPANY

## S.S. "MINNESOTA"

Capacity 22,000 Tons. Length 630 Feet. Beam 73½ Feet.  
21,000 Tons Gross Register. 34,500 Tons Displacement.  
EQUIPPED WITH WIRELESS TELEGRAPHY.  
(Capt. T. W. GARLICK)

SAILS FROM HONGKONG ON FRIDAY, May 3rd, at NOON.  
FOR

## SEATTLE via NAGASAKI, KOBÉ &amp; YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and state-rooms (all outside rooms), Mess room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, PRINCE'S BUILDING.

Hongkong, November 1, 1911.



## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION)

## TRANSPACIFIC SERVICE

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Shanghai, Moji, Kobe, Yokohama, etc.	MEXICO MARU	6064	Tuesday, 5th Mar., at 1 p.m.
VICTORIA, B.C. & TACOMA via Shanghai, Moji, Kobe, Yokohama, etc.	CANADA MARU	6064	Saturday, 30th Mar., at 1 p.m.

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco, \$40.

The Co's newly built steamers have fair speed. Superior accommodation for Steerage passengers. Limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given towards Express connection.

For Freight and further information apply to

SHEWAN TOMES &amp; CO., General Managers.

Hongkong, January 25, 1912.

HONGKONG-SOUTH CHINA COAST PORTS AND  
FORMOSA SERVICE

For	Steamers	Leaves
ANPING, via SWATOW & SUSHU MARU		SUNDAY, 24th Feb., at 5 a.m.
AMOI		SUNDAY, 24th Feb., at 10 a.m.

For Freight and further information apply to

SHEWAN TOMES &amp; CO., General Managers.

Hongkong, January 25, 1912.

## Notices to Consignees

NOTICE TO CONSIGNEES.  
FROM SHANGHAI, KOBÉ AND YOKOHAMA.

THE following Consignees are hereby notified that the cargo of the above named steamers will be delivered to them at their respective wharves, and that their cargo will be delivered to them at their respective wharves.

Cargo belonging to the Consignees will be delivered to them at their respective wharves, and that their cargo will be delivered to them at their respective wharves.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID HARRISON & Co., Ltd., Agents.

Hongkong, February 21, 1912.

## NOTICE TO CONSIGNEES

FROM EUROPE

THE Hansa Steamship SURVEY.

Captain Rasmussen, having arrived, Consignees of Cargo are hereby informed that their cargo is being landed and placed at their risk in the hazardous and/or hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on subject to the contrary being given to-day.

All claims must be presented within one day of the steamer's arrival after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd inst. will be subject to resale.

All broken, chafed and damaged Goods must be left in the Godowns where they will be examined on the 3rd inst. at 1.30 a.m.

No Fire Insurance will be effected by us to any extent.

This steamer brings on cargo—  
Ex s.s. Elden from Skien.

HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, February 21, 1912.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "BENFENTE"

FROM MIDDLEBURY, DUNDEE &amp; STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their Godowns, and that their cargo will be delivered to them at their respective wharves.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd inst. will be subject to resale.

All claims against the steamer must be presented to the Undersigned on or before the 1st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd inst. at 1.30 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 16, 1912.

234

## PRAX TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.10 p.m. Every 10 minutes.

## NIGHT CARS.

6.45 p.m. and 8 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.

## SUNDAY.

8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m.





# Finest Old Dutch Gin & Liqueurs.



**FINEST OLD SCHIEDAM**

\$14.50 per Case of 12 Quarts

INCLUDING DUTY.

SAMPLE BOTTLES FREE.

LIQUEUR GLASSES.

GRATIS

to regular buyers on application to

the

**MacEwen, Frickel & Co.,**  
4 DES VŒUX ROAD.

**LEA &  
PERRINS'  
SAUCE**

Fish, Soup, Game, Cheese, Salad, &c.,  
and assists digestion.

The original & genuine  
**WORCESTERSHIRE.**

— gives a  
delightfully  
appetizing  
flavour  
to all  
Meat  
Dishes.



**OAKLEY'S WELLINGTON KNIFE POLISH**  
BEST FOR CLEANING AND POLISHING  
CUTLERY - 3/6 1/2 2/6 1/4 1/2

**KNIFE BOARDS**  
PREVENT FRICTION IN CLEANING  
& INJURY TO THE KNIVES

**JOHN OAKLEY & SONS**  
BLACK LEAD MILLS LONDON

## STEAMERS PASSED SUEZ CANAL

OUTWARD.

Ship	Company	Arrival	Departure
January 23, Telemachus, Afghan Prince.			
January 28, Feha, Atrius.			
February 3, Nereus.			
February 6, Glenhurst, Indravati.			
February 9, Atrius, Edgaria, Su.			
February 12, Atrius, Edgaria, Su.			
February 15, Atrius, Edgaria, Su.			
February 18, Atrius, Edgaria, Su.			
February 21, Atrius, Edgaria, Su.			
February 24, Atrius, Edgaria, Su.			
February 27, Atrius, Edgaria, Su.			

## Other Vessels.

Ship	Company	Arrival	Departure
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			

## STEAMERS EXPECTED

MALE.

Ship	Company	Arrival	Departure
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			

## Latest Arrivals.

Ship	Company	Arrival	Departure
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			
The s.s. Kalomo left Sabang on Tuesday.			

## RACE SEASON 1912

### RELIABLE CHRONOGRAPHS

WITH SINGLE AND SPLIT SECONDS

### ZEISS PRISM BINOCULARS

NEW MODELS

From the AGENTS

**Chs. J. GAUPP & Co.**

## To-day's Advertisements

### ST. JOSEPH'S COLLEGE

By Special Request

**SATURDAY, 24th February,**

at 9 p.m.

**"THE PRODIGAL LAW STUDENT"**

**MONDAY, 26th February,**

at 9 p.m.

**"THE BLIND PRINCE"**

together with other items by Students and Friends.

ADMISSION \$1 to ALL PARTS.

Hongkong, February 22, 1912. 249

## LOST.

ON 19th inst. DOG, half Irish, half Fox

Terrier, white with brown markings,

distinctly mongrel type, but most in-

elligent appearance, answers to name

"MUSTARD." Suitable reward on return-

ing to

3, QUEEN'S GARDENS.

Hongkong, February 22, 1912. 251

## HONGKONG GENERAL CHAMBER

OF COMMERCE.

## NOTICE.

THE ANNUAL GENERAL MEETING

of the Members of the HONGKONG

GENERAL CHAMBER OF COMMERCE will be

held on THURSDAY, the 29th February,

1912, at 4 o'clock p.m., precisely, in the

Old Chamber of Commerce Room, CITY

HALL, for the following purposes:—

(1) To receive the Report and Accounts

of the Committee for the year ended

31st December, 1911.

(2) To elect a new Committee.

(3) To transact any General Business.

By Order,

E. A. M. WILLIAMS,

Secretary.

Hongkong, February 22, 1912. 250

## HONGKONG HOTEL COMPANY,

LIMITED.

THE ORDINARY HALF-YEARLY

MEETING OF SHAREHOLDERS

will be held at the Company's Hotel on

SATURDAY, the 2nd March, 1912, at

12.30 p.m., for the purpose of receiving a

Statement of Accounts of the Company to

the 31st December, 1911, with the Report

of the Directors, and to discuss any matter

which may be competently brought before

the Meeting.

THE TRANSFER BOOKS of the Com-

pany will be CLOSED from the 25th

February to the 2nd March, both days

inclusive.

By Order of the Board,

C. MOONEY,

Secretary.

Hongkong, February 22, 1912. 248

## MARTIN'S

APIOL-STEEL

PILLS

— gives a

delightfully

appetizing

flavour

to all

Meat

Dishes.

The original & genuine

**WORCESTERSHIRE.**

By Order of the Board,

C. MOONEY,

Secretary.

Hongkong, February 22, 1912. 248

## MARTIN'S

APIOL-STEEL

PILLS

— gives a

delightfully

appetizing

flavour

to all

Meat

Dishes.

The original & genuine

**WORCESTERSHIRE.**

By Order of the Board,

C. MOONEY,

Secretary.

Hongkong, February 22, 1912. 248

## SHIPPING

### ARRIVALS.

February 21.

Amoy, British, 4.776.

John Knudsen, Philadelphia Dec 24. Case

Oil. Swan Bay Co. Co.

Amoy, British, 1.350. C. Williams.

Shanghai Feb 18, General. Butterfield

& Swire.

Frithing, Chinese, 993. J. B. Howie.

Shanghai Feb 18, General. C. M. S. N. Co.

Tamara, British, 1.042. McKee, McKe.

Shanghai Dec 14, Rice. CHINESE.

Shanghai, British, 1.170. S. S.

Holmwood, Wuhu Feb 16, Rice. JARDINE,

MATTHEW & Co., Ltd.

February 22.

Hupah, British, 1.207. A. Tucker.

Daly Feb 16, Basins, Oil and General.

BUTTERFIELD & SWIRE.

Frithing, Norwegian, 860. C. G. Wingo.

Shanghai Feb 16, Rice. AAGAARD,

THORSEN & Co., Ltd.

Haiman, British, 641. A. H. Stewart.

Shanghai Feb 21, General. DOUGLAS

STEAMSHIP CO., Ltd.

Marie, German, 1.200. H. Schluken.

Shanghai Feb 18, Rice. CHINESE.

Dayana, British, 4.334. K.

Koukoku, Liverpool Jan 13, and Singapore

Feb 14, General. BUTTERFIELD & SWIRE.

Tamara, British, 1.042. McKee, McKe.

Shanghai Dec 14, Rice. CHINESE.

Shanghai, British, 1.170. S. S.

Holmwood, Wuhu Feb 16, Rice. JARDINE,

MATTHEW & Co., Ltd.

February 22.

Hupah, British, 1.207. A. Tucker.

Daly Feb 16, Basins, Oil and General.

BUTTERFIELD & SWIRE.

Frithing, Norwegian, 860. C. G. Wingo.

Shanghai Feb 16, Rice. AAGAARD,

THORSEN & Co., Ltd.

Haiman, British, 641. A. H. Stewart.

Shanghai Feb 21, General. DOUGLAS

STEAMSHIP CO., Ltd.

Marie, German, 1.200. H. Schluken.

Shanghai Feb 18, Rice. CHINESE.

Dayana, British, 4.334. K.

Koukoku, Liverpool Jan 13, and Singapore

Feb 14, General. BUTTERFIELD & SWIRE.

Tamara, British, 1.042. McKee, McKe.

Shanghai Dec 14, Rice. CHINESE.

Shanghai, British, 1.170. S. S.

Holmwood, Wuhu Feb 16, Rice. JARDINE,

MATTHEW & Co., Ltd.

February 22.

Hupah, British, 1.207. A. Tucker.

Daly Feb 16, Basins, Oil and General.

BUTTERFIELD & SWIRE.

Frithing, Norwegian, 860. C. G. Wingo.

Shanghai Feb 16, Rice. AAGAARD,

THORSEN & Co., Ltd.

Haiman, British, 641. A. H. Stewart.

Shanghai Feb 21, General. DOUGLAS

STEAMSHIP CO., Ltd.

Marie, German, 1.200. H. Schluken.

Shanghai Feb 18, Rice. CHINESE.

Dayana, British, 4.334. K.

Koukoku, Liverpool Jan 13, and Singapore

Feb 14, General. BUTTERFIELD & SWIRE.

Tamara, British, 1.042. McKee, McKe.

Shanghai Dec 14, Rice. CHINESE.

Shanghai, British, 1.170. S. S.

Holmwood, Wuhu Feb 16, Rice. JARDINE,

MATTHEW & Co., Ltd.

## POINT DEPARTURE

The Point Departure is the

place where the ship

leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.

It is the point where the

ship leaves the shore.